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DATE MAILED: 07/21/2004

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/847,605	05/01/2001	Karl Jacob Haltiner JR.	DP-302846	7187
7590 07/21/2004			EXAMINER	
VINCENT A. CICHOSZ			ALEJANDRO, RAYMOND	
DELPHI TECHNOLOGIES, INC. Legal Staff Mail Code: 480-414-420			ART UNIT	PAPER NUMBER
P.O. Box 5052			1745	
Troy, MI 480	07-5052		DATE MAILED, 07/21/200	4

Please find below and/or attached an Office communication concerning this application or proceeding.

Advisory Action

Application No.	Applicant(s)
09/847,605	HALTINER ET AL.
Examiner	Art Unit
Raymond Alejandro	1745

--The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

THE REPLY FILED 09 July 2004 FAILS TO PLACE THIS APPLICATION IN CONDITION FOR ALLOWANCE. Therefore, further action by the applicant is required to avoid abandonment of this application. A proper reply to a final rejection under 37 CFR 1.113 may only be either: (1) a timely filed amendment which places the application in condition for allowance; (2) a timely filed Notice of Appeal (with appeal fee); or (3) a timely filed Request for Continued Examination (RCE) in compliance with 37 CFR 1.114.

Examination (NOE) in compliance with 57 Of N 1.114.
PERIOD FOR REPLY [check either a) or b)]
 a)
Extensions of time may be obtained under 37 CFR 1.136(a). The date on which the petition under 37 CFR 1.136(a) and the appropriate extension fee have been filed is the date for purposes of determining the period of extension and the corresponding amount of the fee. The appropriate extension fee under 37 CFR 1.17(a) is calculated from: (1) the expiration date of the shortened statutory period for reply originally set in the final Office action; or (2) as set forth in (b) above, if checked. Any reply received by the Office later than three months after the mailing date of the final rejection, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).
1. A Notice of Appeal was filed on Appellant's Brief must be filed within the period set forth in 37 CFR 1.192(a), or any extension thereof (37 CFR 1.191(d)), to avoid dismissal of the appeal.
2. The proposed amendment(s) will not be entered because:
(a) They raise new issues that would require further consideration and/or search (see NOTE below);
(b) ☐ they raise the issue of new matter (see Note below);
(c) ☐ they are not deemed to place the application in better form for appeal by materially reducing or simplifying the issues for appeal; and/or
(d) They present additional claims without canceling a corresponding number of finally rejected claims.
NOTE: <u>See Continuation Sheet</u> .
3. Applicant's reply has overcome the following rejection(s):
4. Newly proposed or amended claim(s) would be allowable if submitted in a separate, timely filed amendment canceling the non-allowable claim(s).
5. The a) affidavit, b) exhibit, or c) request for reconsideration has been considered but does NOT place the application in condition for allowance because:
6. The affidavit or exhibit will NOT be considered because it is not directed SOLELY to issues which were newly raised by the Examiner in the final rejection.
7.⊠ For purposes of Appeal, the proposed amendment(s) a)⊠ will not be entered or b)☐ will be entered and an explanation of how the new or amended claims would be rejected is provided below or appended.
The status of the claim(s) is (or will be) as follows:
Claim(s) allowed:
Claim(s) objected to:
Claim(s) rejected: <u>1-10 and 23-29</u> .
Claim(s) withdrawn from consideration:
8.⊠ The drawing correction filed on <u>09 July 2004</u> is a)⊠ approved or b)□ disapproved by the Examiner.
9. Note the attached Information Disclosure Statement(s)(PTO-1449) Paper No(s)
10. Other:

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Continuation of 2. NOTE: new issues: (claim 1) the inclusion of the limitation "varying cross-section and width across the interconnect sufficient to effect local variations in flow direction, velocity and turbulence"; and deletion of the limitations including "created by chemical machining and selected to optimize fuel and oxidant gas flow according to system requirements".

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